

PROPOSED SDOT PROJECT PRIORITIZATION PROCESS

Projects which will be scored and prioritized:

- Primarily Multi-Modal Projects
- Primarily over \$200,000 cost estimate
- Consists of projects which have had some level of project development, including scoping and cost estimation

Projects which will not be scored and prioritized:

- Potential corridors (a group of needs along the same corridor or in the same area which have had no project development, scoping or cost estimates).
- Small projects – under 200K, spot improvement areas which have had no level of project development, scoping or cost estimates.
- Projects that are already funded and moving forward.
- Non-discretionary projects
- Annual Programs

Proposed 100 Point Scoring System:

- Safety – 20 Pts
- Mobility Improvement – 15 Pts
- Preserving/Maintaining Infrastructure – 15 Pts
- Cost Effectiveness – 15 Pts
- Comprehensive Plan/Urban Village Land Use Strategy – 15 Pts
- Improving the Environment – 10 Pts
- Economic Development – 10 Pts

SDOT Project Prioritization Criteria – with scoring guidance

Safety – 20 pts max

- To what extent does this project reduce an identified safety problem?
- To what extent does this project address a high collision intersection or corridor?
- To what extent does this project improve personal safety or security?
- To what extent does this project reduce hazards from a natural or other disaster?
- To what extent does this project reduce potential future safety problems?

High (15-20 pts) - Project eliminates or reduces an identified existing safety problem which is causing fatalities, severe injuries or a high level of minor injuries or property damage. Project addresses an intersection or corridor which is on the current list of High Accident Locations (HAL), High Accident Corridors (HAC), Pedestrian Accident Locations (PAL) or Bicycle Accident Locations (BAL). Project addresses risk to high number of individuals. Project addresses security risks on critical pieces of transportation infrastructure.

Medium (6-14 pts) - Project eliminates or reduces an identified existing safety problem which is causing a moderate amount of minor injuries and/or property damage. Project addresses catastrophic risk to moderate number of individuals. Project addresses risk to moderate number of individuals. Project addresses security risks for transportation infrastructure on arterial network.

Low (1-5 pts) – Project eliminates or reduces an existing safety problem which is causing some amount of minor injuries and/or property damage or addresses potential future safety problem. Project addresses security risks on non-arterial network.

Mobility improvement – 15 pts max

- How much does the project improve overall mobility?
- How much does it help reduce reliance on the automobile?
- Does the project benefit more than one non-auto mode?
- How much does it improve mobility for pedestrians?
- How much does it improve mobility for bicyclists?
- How much does it improve mobility for transit?
- How much does it improve mobility for freight?
- Does the project increase access and mobility for special needs populations?
- Does this project improve the information SDOT gives travelers about using the transportation system?

High (12-15pts) – Project adds person carrying capacity or reduces travel time, improving mobility. Project includes elements which significantly reduce congestion and improve the flow of traffic. Project improves access and mobility for multiple modes including transit, pedestrians, bicyclists and freight mobility. Project area serves a large number of system users. Project is a Major Truck route and/or Major Transit Route.

Medium (5-11 pts) – Project reduces congestion or travel time primarily for general traffic or provides traveler information. Project helps provide safe and convenient alternative to SOV travel. Project area serves a moderate number of system users.

Low (1-4 pts) – Project addresses potential future congestion problems. Project maintains current levels of congestion or access for freight, transit, pedestrian or bicycles. Project area serves a low number of system users.

Preserving and maintaining infrastructure – 15 pts max

- To what extent does the project address one or more major maintenance items?
- To what extent does the project reduce the backlog of deferred maintenance?
- To what extent does the project maintain or improve the reliability of the transportation system?
- To what extent does the project extend the service life of the affected portions of the transportation system?

High (12-15pts) – Project extends the service life of one or more major infrastructure elements for a significant length of time, removes those elements from the backlog list and/or provides a substantial service level improvement.

Medium (5-11pts) – Project extends the service life of one or more moderate infrastructure elements for a moderate length of time, removes those elements from the backlog list and/or provides a service level improvement.

Low (1-4 pts) – Project extends the short-term service life of one or more infrastructure elements, and/or provides some service level improvement.

Cost effectiveness or cost avoidance – 15 pts max

- To what extent do the benefits of this project outweigh costs?
- To what extent does this project reduce the City's exposure to financial risk?
- To what extent does this project reduce relative life-cycle costs?
- To what extent does this project reduce the need for new infrastructure investment?
- To what extent can this project generate new funding?
- To what extent does this project leverage spending by other City departments or funding from other agencies?
- To what extent does this improve the efficiency of the transportation system?

High (12-15 pts) - Project provides a high level of benefit at a low cost. Project leverages high level of funding from other City departments, other agencies or private development. Project completes a current phase where a significant amount of funds have already been spent. Project utilizes a low cost alternative.

Medium (5-11 pts) – Project begins a subsequent phase (ie Phase II, when Phase I has already been completed) Project uses a moderate level of innovative techniques or low cost alternatives.

Project has a moderate commitment of partnership funds from other departments, agencies or private development.

Low (1-4 pts) – Project is high cost with low benefit to reducing life-cycle costs and exposure to financial risk. Project has limited outside funding commitments.

Comprehensive Plan/Urban Village land use strategy – 15 pts max

- To what extent does the project support the Comprehensive Plan goals for transportation?
- To what extent does the project support the Transportation Strategic Plan?
- To what extent does the project support growth in Urban Villages or Manufacturing and Industrial Centers?
- Is this project a priority in a Council-adopted Neighborhood Plan?
- Does this project address race & social justice needs?

High (12-15pts) – Project is located in an Urban Center, supports the Comp Plan and Transportation Strategic Plan goals and also includes one or more high-priority elements from a Council-adopted Neighborhood Plan. Project facilitates movement into or between Urban Centers, Villages and/or Manufacturing and Industrial Centers along major corridors. Project facilitates travel by alternative modes between Urban Centers, Villages and/or Manufacturing and Industrial Centers.

Medium (5-11 pts) – Project is on a roadway or corridor which connects or provides access into Urban Centers, Urban Villages, or Manufacturing and Industrial Centers. Project includes medium priority Neighborhood Plan elements or supports Neighborhood Plan objectives. The project is in a low income or underserved area.

Low (1-4 pts) – Project support for Comp Plan goals, the Urban Village concept or Neighborhood Plans, is lacking or very indirect.

Improving the Environment – 10 pts max

- To what extent does the project promote healthy neighborhoods with a transportation system that protects and improves environmental quality?
- To what extent does the project reduce or mitigate air, water and noise pollution?
- To what extent does the project promote energy-efficient transportation?

High (8-10 pts) – Project includes a high level of pedestrian , bicycle and/or transit improvements which would improve environmental quality. Project supports reduction in air, water and/or noise pollution from motor vehicles and promotes energy efficient transportation.

Medium (4-7 pts) – Project has a moderately positive effect on the quality of the environment by improving pedestrian , bicycle and/or transit facilities or traffic flow, minimizing stop and go traffic and idling.

Low (1-3 pts) – Project has a low effect on the quality of the environment.

Economic development – 10 pts max

- To what extent does the project support community and economic development in major development areas (areas of focus may change with time)?
- To what extent does the project support business functionality?
- To what extent does this project support creation or retention of employment opportunities?

High (8-10 pts) – Project provides access crucial to a major business center. Project provides infrastructure essential to development that will create substantial new jobs.

Medium (4-7 pts) – Project facilitates access to a major business center. Project provides or restores infrastructure important to development that will create significant new jobs. Project provides infrastructure important to the retention of businesses and jobs.

Low (1-3 pts) – Project provides access that is incidental to business activities. Project supports little or no job creation.

TOTAL POSSIBLE POINTS = 100